

the year 2020. I offered an amendment 2 years ago that would have called for these higher fuel economy standards. The Senate was not ready for that amendment. I think America was. My amendment did not pass, but it was a starting point for the legislation we have today.

Title V of this bill reflects a true bipartisan compromise and addresses many concerns about CAFE standards. It authorizes NHTSA to establish tailored fuel economy standards based on vehicle size and weight, which removes the disparity between large-car manufacturers and those that produce smaller vehicles.

I would like to say a word about this. I still hear that many of the American automobile companies oppose these CAFE standards. It is truly unfortunate. The time for debate has come and gone. Unfortunately, some of the leaders of these companies have failed to make the right decisions about the products they sell in America. They have failed to invest in the kind of technology that would have brought us better miles per gallon with safe cars, cars that serve our families and the needs of our economy. They failed to do this. Sadly, other automobile companies have not failed. They have stepped in with more fuel-efficient cars that are now extremely popular. There are long waiting lines for hybrid vehicles and other cars that have real fuel economy. It is a sad day for Detroit, and I feel bad for an industry which once used to lead the world, and I feel even worse for the workers who were not part of these management decisions which unfortunately brought them to this moment today, decisions which resulted in cars and trucks that are being sold that do not serve the needs of America and its future as they should.

Now we have to change. We really have to move beyond this. We have to urge Detroit to move beyond their current thinking. Instead of just selling us more of last year's model, bring us fuel efficiency, bring us fuel economy so we can save money at the gas pumps and stop pumping all of these greenhouse gas emissions into the atmosphere, destroying the climate on our planet.

Two years ago, *BusinessWeek* published a story that said:

As Congress puts the final touches on a massive new energy bill, lawmakers are about to blow it. That's because the bill . . . almost certainly won't include . . . a government-mandated increase in average fuel economy.

That was 2 years ago. That is when I offered my amendment. That is when it failed. We cannot fail again. If we fail again, shame on this Congress, shame on the Members who will not look to the reality of our future, which is with more fuel economy and fewer emissions from vehicles.

We also need to move for energy efficiency in so many different areas—in the appliances we use and the machinery we build, certainly in the cars and

trucks we drive. We have to realize our reliance on foreign oil does not make us safer but, in fact, weaker in a world of real danger. We need to reduce our demand for foreign oil and increase domestic sources so we do not find ourselves drawn into countries around the world primarily because we depend so much on the energy from that country or that region. We have seen it happen over and over again.

A New York Times article from April 20 cited a report issued by 11 retired admirals and generals. This report argued that climate change could be a "threat multiplier" in already fragile parts of the world. Rising sea levels could threaten the livelihoods of a billion people living within 45 miles of Asia's coastlines; in Africa, recurring heat waves, causing widespread shortages of food and water. So our dependence on foreign oil and the energy we consume not only sends more American dollars abroad, sometimes to countries that do not share our values, but it tends to change the world we live in, change it in ways that destabilize us and make the world less safe.

We want innovation to be the driver of our future, not oil. We want more American jobs, a stronger economy, and a cleaner environment. We want a secure future for America.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. SALAZAR). The clerk will call the roll. The assistant legislative clerk proceeded to call the roll.

Mr. LIEBERMAN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LIEBERMAN. Mr. President, since I last had the opportunity to speak, a unanimous consent was entered to vote on the amendment, No. 1508, which has been introduced by the occupant of the chair, Senator SALAZAR, by Senator BAYH, Senator COLEMAN, Senator BROWNBACK—who is, unfortunately, not here today but is a cosponsor—myself, and others.

I do wish to say that this bill sets strong targets for a reduction of oil consumption by America and the American people and American businesses. It does so by way of breaking what we all agree is a harmful dependence we have.

I wish to make clear that the underlying bill as proposed by the committee includes targets. So we are not doing something different by having a target; we are just saying the target ought to be to reduce oil consumption, not just gasoline consumption, as the underlying bill indicates.

That is because we all know the problem we have in America is an addiction to oil. It is oil dependence, not just gasoline dependence. It is all of the various uses of oil we have. To get a bit technical, if we only talk about reducing gasoline consumption, that might be accomplished by greater use of die-

sel, but diesel comes from oil. So we would not, even if we went to diesel, decrease our dependence on foreign oil. So we think this is building on not just the targets in the bill but building on all of the good work for energy conservation and energy efficiency in the bill. It would strengthen the bill.

The targets are a bit more ambitious and would, by our calculations, reduce American consumption of oil by 35 percent from what it would otherwise be in the year 2030. That is substantial.

Mr. President, I yield the floor and ask unanimous consent that the time be charged equally to both sides during any ensuing quorum call.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LIEBERMAN. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

The PRESIDING OFFICER. The Senator from New Mexico is recognized.

Mr. DOMENICI. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. DOMENICI. Mr. President, fellow Senators, let me say, we are getting close to the end of a good day on the bill. This is a three-part bill that came to us from the Energy, Natural Resources Committee, the Commerce Committee, and the Environment and Public Works Committee. Then the majority leader put them together, and I was very proud to be able to come to the floor and tell the Senators and the American people what an outstanding bill this was. We had not heard much from anybody, and people were not quite sure what happened. But people kept saying: We had an energy bill. Well, we can, at the end of the first day, say we still have it. It has not been changed any. We accepted one amendment. It was an authorizing amendment, and it enlarged upon some pieces of the bill. But essentially it is intact.

And, lo and behold, without this amendment that is before us, which I urge the Senate not pass, that they not vote for it—it is harmless, but I do not think we ought to pass it. I wish to tell you all why. To do that I have to talk a little bit about the bill, because the bill changes the law. If all of the things in this bill get adopted, we will save huge amounts of crude oil and gasoline.

The other side keeps mentioning that the bill saves more gasoline and not enough crude oil. But I guarantee you that if we could get the kind of savings that could be forthcoming from transportation fuels, America would be safe, America would be happy, and we would not be dependent, because we would be using much less crude oil also.

So there is no difference. They are almost the same. Nonetheless, the truth of the matter is that never in the history of the Congress have we saved so